

April 30th: A complete review of the right-of-way situation on each schedule was made by R. E. Trammell and Clute of Lakehead, and Hamilton, Rankin, Barker, Creveling and Kelhofer of Bechtel. It was determined that it was feasible to notify all of the mainline contractors that clearing and grading operations could be started, with certain restrictions, the following day.

Following this meeting R. H. Clute, R. L. Hamilton and Clark Root drove to Lansing for a discussion with Karl Wirth of the Public Service Commission on the subject of the changes in pressures and wall thicknesses which were made necessary by Lakehead's decision to carry Fosterton crude oil. It was determined at this meeting that Lakehead should submit an amended application to the Public Service Commission covering these changes.

Telegrams were sent to each of the five mainline contractors advising that sufficient right-of-way was available for the operations of cutting fences, clearing and grading, commencing May 1st.

May 1st: Official notice was received that the Michigan Public Service Commission had received a complaint from a group of property owners of Bay County. They outlined their objection to the construction of the Lakehead Extension as follows:

- "1. We are informed that State Permission grants to said above Lakehead Pipe Line Company permission to construct one (1) such pipeline only, whereas the Easement grant and right of way of said Lakehead Pipe Line Company states one (1) or more.
- "2. We also complain and object to the above Lakehead Pipe Line Co. entering on the lands of property owners without said property owners' permission.
- "3. We also complain that the above Lakehead Pipe Line Co. does not cancel and return the one dollar (\$1.00) per rod options to the land owners.
- "4. We also complain and object to the 'Power of Condemnation' which has been granted to the said Lakehead Pipe Line Co. by the State of Michigan, as we do not believe it is for the best interests of this State of Michigan nor it's property owners.
- "5. In view of the foregoing we believe it to be for the best interests of the State of Michigan and its property owners that a Hearing be arranged for before the proper Michigan State Authority between the above Lakehead Pipe Line Company and other interested parties and property owners so that the above matters may be discontinued."

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A meeting was held in Sarnia between the Sarnia Indian Tribe and Inter-provincial. The Indians refused Interprovincial's monetary offer for the right-of-way through their lands.

May 4th: Merritt-Chapman & Scott started excavation for a boat refuge off Point La Barbe at the Straits of Mackinac.

Bechtel's Creveling and Duke met with farmers of Denmark Township, Tuscola County, Michigan, in an effort to secure the right to survey through their lands. The farmers deferred their answer to Bechtel's request.

May 6th: Lakehead advised Bechtel that it had been decided that Imperial would construct the terminal facilities within its tank farm fence in Sarnia, with the exception of the scraper trap and gauger's house.

May 7th: T. S. Johnston, President, R. E. Trammell, General Manager, and Jack Byrd, Division Manager of Lakehead arrived in Saginaw by air from Duluth.

May 8th: T. S. Johnston, R. E. Trammell, J. L. Byrd and Mark Connolly flew to Pellston, Michigan, drove to Mackinaw City and embarked on an M-C & S. tug for a quick look at the Straits crossing. They returned to Saginaw in the afternoon for a meeting with Bechtel's Rankin and staff. During this meeting it was decided that T. S. Johnston of Lakehead, T. G. Long of Butzel, Eaman, Long, Gust & Kennedy, attorneys for Lakehead and Bechtel, and V. R. Stirling, Assistant Construction Manager for Bechtel, in charge of the Straits crossing, would attend a meeting in Cleveland on May 11th called by the District Engineer of the Detroit District Corps of Engineers, between Lakehead and the Lake Carriers Association in an endeavor to have the Lake Carriers drop their complaint against the issuance of the permit by the Engineers for the Straits crossing.

The over-all right-of-way situation was reviewed for the length of the line. Although it was decided early in this meeting to institute condemnation proceedings against certain obstinate land owners, it was later decided by Lakehead to defer this action until a later date.

Mr. Clifford McKechnie of the U. S. Lake Survey was engaged as an expert and consultant by Bechtel to supervise the taking of soundings, and making of surveys for the crossing of the Straits of Mackinac.

Mr. Johnston, Mr. Long and Mr. Stirling attended the meeting in Cleveland with the Lake Carriers Association. The Lake Carriers refused to withdraw their protest against the Corps of Engineers'

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granting a permit for the Straits crossing.

May 13th: The Sarnia Tribe and Interprovincial again met in Sarnia to discuss the pipeline right-of-way situation. Nothing conclusive was gained by the meeting.

May 18th: The permit for the single 30-inch diameter crossing of the Saginaw River was received from the U. S. Corps of Engineers.

May 19th: F. J. Stubbs and Roger Clute of Lakehead met with R. L. Hamilton and H. D. Barker in Candian Bechtel Limited's office in Toronto for the opening of the bids for the pipeline in Canada. F. E. Shaw, Ltd. of Sarnia was the successful bidder.

May 20th: F. J. Stubbs, R. H. Clute and Mark Connolly met with R. L. Hamilton, Clark Rankin and H. D. Barker of Bechtel and C. B. McKecknie, Bechtel engineering consultant, in Saginaw. Mr. McKecknie had just returned from completing the taking of soundings on both the east and west lines of the crossing at the Straits, and the establishment of controls for accurately establishing the centerlines of each of the two pipelines. Mr. McKecknie explained his work in detail to the assemblage.

Mr. William Palmer, Executive Secretary of the Oil and Gas Association of Michigan, was engaged by Bechtel as a consultant to assist in negotiating with the difficult land owners of Denmark Township and Tuscola County.

May 21st: Messrs. Stubbs, Clute and Connolly of Lakehead and Hamilton, Rankin, Creveling and Barker of Bechtel, reviewed the right-of-way situation of each schedule in Bechtel's office in Saginaw. The following pipelaying starting dates and locations were approved for each schedule:

Schedule I. Starting date to be June 1st at a point about thirty miles west of the normal start of the schedule and working westward.

Schedule II. Starting date to be June 8th at the normal starting point of the schedule. (The date of June 8th was agreed to by the contractor on the basis that the heavy wall pipe would be delivered in time for the continuous construction of this schedule from east to west).

Schedule III. Starting date to be June 1st at the normal start of the schedule.

Schedule IV. Starting date to be deferred to June 8th in the hope that additional right-of-way may be optioned to allow starting at, or near,

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the normal starting point. (It was agreed by the members of the Co-ordination Committee at this meeting that higher prices should be offered to a number of "hold-out" land owners in this section, on the basis that the property was more valuable than assessed because of its potential value as resort property).

Schedule V. Starting date to be about June 1st at the normal starting point.

Schedule VI. Starting date to be about June 1st near the settlement of West Branch.

Schedule VII. Starting date to be about June 1st at the westerly city limits of Marysville.

Following the meeting on the starting points for pipelaying, Messrs. Stubbs and Clute of Lakehead, Serre and Denny of Merritt-Chapman & Scott and Hamilton, McGough and Rankin of Bechtel met for a round table discussion of the Straits of Mackinac crossing. Merritt-Chapman & Scott outlined to the group the plan for constructing the crossing. The salient change in procedure brought out by this outline was that the new plan called for the pulling of the lines entirely from the south shore, rather than mount the pulling hoists on floating equipment which would be moved for a series of pulls from anchored locations.

Mr. Serre mentioned that grab bucket samples had been taken up to depths of 135 feet and that these samples indicated that the Straits bottom was made up of stiff red clay mixed with sand and gravel.

Messrs. Burgess, counsel for Lakehead; Payne of the insurance firm of Osler, Hammond & Nanton Limited; Van Hoesen of Bechtel's firm of attorneys, Thelen, Marrin, Johnson & Bridges; Palmer, Executive Secretary of the Oil and Gas Association of Michigan; Barker, Project Engineer for Bechtel, and Mitchell of Lockwood, Kessler & Bartlett, met with Messrs. Eddy, Millar and Humphrys of the Conservation Commission of Michigan and resolved the state lands easement form, and set the pattern for granting the easements.

Sarnia and Port Huron were struck by a severe tornado the afternoon of this day.

May 22nd: R. B. Burgess and Mark Connolly of Lakehead, and Duke of Bechtel met with a group of land owners of Moore Township, near Sarnia, for a discussion of the Canadian land line location. Strong opposition to the line was expressed by the land owners.

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R. B. Burgess advised Clark Rankin that the complaint lodged by the Bay County farmers with the Public Service Commission against Lakehead had been ruled out.

May 27th: Lakehead approved the mailing of the first four letters threatening condemnation to obstinate land owners.

May 28th: The City Council of Marysville passed a resolution giving Lakehead a tentative permit, subject to Lakehead's (1) procuring options from all of the private land owners which the line will cross within the city limits, and (2) the submission to the City Attorney of a detailed description of the location of the line within the city limits.

May 29th: The technical meeting on the Straits crossing was held in Saginaw and attended by Messrs. Serre, Troxell, Peraino, Collins and Professor Housell, representing Merritt-Chapman & Scott, and McGough, Weber, Rankin, Stirling, Barker, McKechnie and Professor Salvadori, representing Bechtel.

- 1) At this meeting, the contractor's proposed method of laying the pipe lines across the Straits was discussed.
- 2) The allowable radius of curvature for laying the line, was discussed, and it was decided to accept in extreme cases, a minimum radius of 1700 feet, as approved by Professor Salvadori.
- 3) Current velocity readings were presented by Merritt-Chapman & Scott, however they were not taken at the bottom of the Straits and were therefore not conclusive as to what velocities might be encountered at the bottom. If currents of 2 knots or greater are found at the bottom, it was decided that concrete saddles could be lowered into place, over the line, to add the necessary extra weight to maintain the stability of the pipe line.
- 4) Where bottom preparation was necessary in the deep area, Merritt-Chapman & Scott decided to cut through the "humps" rather than fill the low spots, wherever possible.
- 5) Merritt-Chapman & Scott's profile of the Straits bottom, plotted from their sonic soundings, showed no great change from the profiles previously prepared from Lakes Survey data. It also appeared that Mr. McKechnie's profiles confirmed the general idea of the bottom profile, however in some areas it was decided that verification soundings would be taken.

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- 6) The meeting adjourned after it was generally agreed that the method of pulling the line, as presented by Merritt-Chapman & Scott, appeared satisfactory and that a written report confirming their method would be prepared and presented along with their completed drawings for final approval.

May 31st: Word was received by Bechtel that easements had been granted by the Conservation Commission for the pipeline through the state lands in Arenac, Ogemaw, Oscoda, Crawford, Otsego, Marquette, Dickinson and part of Cheboygan and Mackinac Counties.

The resistance of the Bay County farmers north of Bay City to the passage of the pipeline through their lands was weakening.

June 2nd: F. J. Stubbs reported that Interprovincial's offer to the Sarnia Indians had again been rejected by them and that meetings with the people of Moore Township and the Riverview Subdivision had been unsatisfactory.

June 5th: The Board of Water Commissioners of the City of Detroit filed a petition with the Michigan Department of Conservation requesting that a clause be inserted in all future easements granted Lakehead for passage over state lands to the effect that it would be contingent on Lakehead to see that all of the Canadian refineries in Sarnia cease to pollute the St. Clair River and St. Clair Lake.

Residents of Riverview Subdivision in South Sarnia, members of the Sarnia Indian Band and Moore Township residents were notified that Interprovincial had filed an application for a deviation of the line in the Sarnia area and that a hearing had been set for June 10th before the Board of Transport Commissioners in Ottawa.

The Lake Carriers Association asked the Chief of Engineers in Washington to hold up the issuance of a permit for Lakehead's Straits of Mackinac crossing pending the receipt of a new brief of protest based on new developments unearthed by the Association.

Dredging was started for the St. Clair River crossing, working from the center of the river toward the American shore.

June 8th: F. J. Stubbs and Mark Connolly of Lakehead met with Creveling, Barker and Rankin of Bechtel on lands and construction problems. Lakehead's approval was gained for the starting of the first condemnation proceedings against a landowner that was asking an excessive price for right-of-way on Schedule V. Approval was also granted for the scheme of using the New York Central Railroad's right-of-way as the working space for laying the line through part of Denmark Township in Tuscola County.

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(This scheme was developed to minimize the farmer's objections to the passage of the line through this heavily tiled area).

June 9th: Lakehead decided that an air-soap test should be made on both the longitudinal and circumferential welds on all schedules, as a result of gamma ray indications of longitudinal seam weaknesses that had been discovered during double-ending operations on Schedule V.

June 10th: As a result of F. J. Stubbs detailed study of the longitudinal seams that had appeared questionable in the gamma ray pictures on Schedule V, Lakehead decided to cancel the air-soap test of the mainline pipe.

T. S. Johnston and R. B. Burgess of Interprovincial attended the hearing in Ottawa on the new location of the line in Sarnia. Interprovincial's petition was granted.

June 12th: A hearing was held by the Michigan Department of Conservation on the Detroit Water Commissioners' petition regarding state land easements. The petition was passed to the Attorney General for a decision as to whether or not the Commission could legally comply with Detroit's request.

June 15th: The Lake Carriers Association presented its new brief to the Chief of Engineers in Washington in protest against the issuance of a permit for the Straits of Mackinac crossing. Bechtel's Washington representative, A. W. Shaw, advised Saginaw that nothing new or startling was presented in this brief.

June 19th: Michigan Attorney General, Frank G. Millard, advised the Michigan Conservation Commission to hold up all future state land easements for oil pipelines to Canada until all legal phases of protecting Detroit's future water supply were studied.

The District Engineer for the Detroit District of the Corps of Engineers, Colonel John D. Bristor, was replaced by Colonel Arthur C. Nauman.

June 20th: Mr. G. Y. Coffey, Assistant Division Engineer of the New York Central Railroad in Bay City advised Bechtel that he would recommend that Lakehead be granted working rights on NYCRR's right-of-way through Tuscola County (Denmark Township).

June 22nd: R. E. Trammell and Mark Connolly of Lakehead met with Rankin of Bechtel in Saginaw for a discussion of the Sarnia lands problem. It was agreed that it was advantageous to turn over the procurement of the Canadian lands to the Lakehead-Bechtel legal firm of

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Dawson & Nethery in Sarnia, because of its familiarity with the local situation.

June 23rd: T. S. Johnston phoned from Toronto that the Attorney General of Michigan had dissolved the Detroit Water Commissioners' petition that a clause be inserted in state lands easements to Lakehead with regard to the stopping of the pollution of the St. Clair River by Canadian refineries.

June 25th: T. S. Johnston advised us from Washington, D. C. that the Chief of Engineers had sent instructions to the field for the issuance of the permit for the Mackinac Straits crossing with no strings attached.

R. E. Trammell and M. P. Connolly of Lakehead, S. H. Serre and J. S. Troxell of Merritt-Chapman & Scott, and R. L. Hamilton, E. F. Quiett and V. R. Stirling of Bechtel met in Bechtel's office at the Straits.

- 1) Progress of the dredging of the Straits was discussed in detail.
- 2) It was agreed by all present that additional dredging equipment was needed.
- 3) Mr. Serre was instructed to immediately locate additional dredging equipment, and during the course of the meeting found that the dipper dredge "Mogul" was available in Chicago.
- 4) Mr. Serre was authorized by the Coordination Committee to rent the "Mogul" and expedite its movement to the project.

The dipper dredge "Sullivan" arrived at the Straits of Mackinac.

July 2nd: The Corps of Engineers issued a permit for Lakehead's sub-aqueous crossing of the Straits of Mackinac.

July 3rd: The dipper dredge "Mogul" arrived for work on the Straits crossing, and started work on the west line.

July 6th: The contractor on Schedule I was sent a "Notice of Failure of performance" because of unsatisfactory progress to date.

July 7th: A meeting was held in Saginaw attended by R. B. Burgess, D. G. Waldon and M. P. Connolly of Lakehead, Burgess Book III of Butzel, Eaman, Long, Gust & Kennedy and Don Creveling, M. C. Foster, J. V. Chambers and Clark Rankin of Bechtel, for a thorough review of the acquisition progress of right-of-way easements. Lakehead's representatives stressed the urgent necessity for speedily obtaining recorded easements covering property traversed by the pipeline for "draw-down" purposes.

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July 9th: The Michigan Department of Conservation ratified the easements for the state lands crossed by the pipeline.

July 13th: Hamilton, Allan, Rankin, Stirling and Quiett studied the latest west line profile for the Straits crossing at St. Ignace and determined the additional dredging required for the pipeline bed. Hamilton, Quiett and Rankin reviewed the progress being made on mainline Schedules I, II, III and IV and the Superior Pump Station. It was decided that action would have to be taken to improve the progress on Schedule II and the pump station in order to complete these units in time for the introduction of oil into the line on October 15th.

July 14th: A meeting attended by Rose and Wilson of Anderson Brothers, with Hamilton, Quiett and Rankin of Bechtel, resulted in Anderson's decision to add a second mainline spread to Schedule II in order to improve progress on this section of the line.

A meeting was held in Bechtel's St. Ignace office for the purpose of determining the final details of the launching of the first line across the Straits. S. H. Serre, J. S. Troxell, Captain John Tooker and Sam Collins of the Collins Construction Company, represented Merritt-Chapman & Scott, Roger Clute and Mark Connolly represented Lakehead and Hamilton, Rankin, Allan, Stirling, Quiett, Long and Geiger represented Bechtel.

Final agreements as to the details of the pull were reached and committees were selected to supervise and coordinate the preparatory work on shore and manage the pulling operations.

It was decided to temporarily introduce a four-inch diameter pipe into the completed twenty-inch line to the deepest part of the line under the Straits in order to fill the mainline with water from its greatest depths upward, thereby insuring that the deepest part of the pipeline would come to rest on the bottom before the north and south ends were weighted.

The permit for the Indian River crossing was granted on this date by the Corps of Engineers.

July 18th: Roger Clute and Jack Byrd of Lakehead, Van Rosendahl, Ray Hamilton, Clark Rankin, Ed Quiett, Mike Sanford, John Granger, Jack Lynch of Bechtel and C. W. Franks, Dick and Jim Peevy of Walco met in Lakehead's office in Superior for a discussion of the slow progress of the Superior Pump Station construction.

Walco stated that they planned on shipping in additional manpower and equipment to complete the job on time, but refused to consider the suggestion that they work the station on an overtime basis. It was not a satisfactory meeting.

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July 19th: Van Rosendahl met with Lakehead's R. E. Trammell, Jack Stubbs and Rogers Clute in Edmonton with regard to the Superior Pump Station. A plan was formulated at this meeting to assist Walco to go on an overtime basis which was accepted by Walco.

July 22nd: The St. Clair River crossing pipe was pulled into position.

July 24th: A "Notice of Failure of Performance" was mailed to the contractor on Schedule II.

A court hearing was held in Gaylord on Lakehead's first condemnation case. A jury trial was demanded by the defendant. The judge set the date of August 24th for the trial.

July 27th: R. E. Trammell approved by telephone the instituting of ten condemnation proceedings over the length of the pipeline.

July 30th: The Corps of Engineers granted the crossing permit for the Nemadji River at Superior, Wisconsin. This is the last permit required for navigable streams over the length of the project.

July 31st: The organized farmers of Denmark Township, Tuscola County, Michigan, voted in favor of allowing the survey for the pipeline through their lands. This was the first indication of a break in the solid front of opposition to the line by this bloc.

August 1st: The survey of the pipeline through Denmark Township of Tuscola County was started. The survey had been blocked from entering this township since February by an organized group of farmers that objected to the pipeline traversing this district.

August 3rd: The dipper dredge "Mogul" completed its dredging work on the Straits of Mackinac crossing.

August 4th: R. E. Trammell and M. P. Connolly of Lakehead, and Van Rosendahl, Chambers and Rankin met in Saginaw for a review of arrangements for taking care of guests and the public at the launching of the west line of the Straits crossing, which was scheduled to start on August 6th.

Van Rosendahl, at this meeting, expressed the opinion that Schedules I, II and III could not meet the completion dates required for the scheduled pumping of oil into the line.

Ray Hamilton called from St. Ignace late in the afternoon and announced that the start of the pulling of the west Straits line had been deferred until August 8th because of bad weather.

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August 5th: R. E. Trammell, Van Rosendahl and Clark Rankin met in Saginaw for a further discussion of the slow rate of progress being made on Schedules I, II and III.

Mr. Trammell advised Rankin that Lakehead had decided to install a 12" take-off for the existing refinery at West Branch, Michigan.

August 6th: T. S. Johnston, President of Lakehead flew from Toronto to Mackinaw City by Lakehead plane in the afternoon.

A meeting at St. Ignace was attended by Rosendahl, Hamilton, Rankin, Quiett, Stirling and Allan for a review of the Straits launching procedure, and a discussion of the slow progress being made at the Superior Pump Station and on Schedules I, II and III of the mainline.

August 7th: A meeting attended by T. S. Johnston, R. E. Trammell, and M. P. Connolly of Lakehead, Van Rosendahl, R. L. Hamilton, E. F. Quiett and Rankin of Bechtel, W. A. Rose, D. Miller and R. W. Jernigan of Anderson Brothers, was held in St. Ignace for a review of Anderson's proposal to improve the construction progress on Schedules II, IIA and III. Anderson stated that additional men and equipment were being added to the spreads in question and that each of the sections would be completed in time for the scheduled introduction of oil into these sections of the line.

August 9th: The first (west) line of the Straits of Mackinac crossing entered the water at 2:45 a.m.

A meeting was held in Bechtel's St. Ignace office attended by T. S. Johnston, R. E. Trammell, R. H. Clute and M. P. Connolly of Lakehead, Van Rosendahl, R. L. Hamilton, E. F. Quiett and Clark Rankin of Bechtel, and Ed Mahoney of the Mahoney Contracting Company.

It was decided that it would be practically impossible for Mahoney's spread to complete Schedule I on time. Mahoney agreed to relinquish thirty miles of his contract to Lakehead for reassignment to another contractor.

Following the discussions on Schedule I, the meeting reviewed the progress of the Superior Pump Station, the easement situation for "draw-downs" and other project matters.

Messrs. S. D. Bechtel, President, J. P. Yates and J. K. Doolan, Directors, Bechtel Corporation, arrived in St. Ignace to view the pulling of the first Straits line.

It was decided by Lakehead to have the Bechtel Pipeline Division take over the construction of the thirty miles of Schedule I relinquished by

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Mahoney, inasmuch as Bechtel's work was practically complete on Schedule V.

August 13th: R. E. Trammell, Clute and Connolly of Lakehead, Hamilton, Quiett and Rankin of Bechtel met with Mahoney and Mogg of the Mahoney Contracting Company and arrived at a mutually satisfactory settlement for the relinquishing of 30 miles of Schedule I by Mahoney.

The first property for the pipeline right-of-way was procured in Denmark Township, Tuscola County, Michigan.

August 14th: The contractor on Schedule III was sent a "Notice of Failure of Performance" because of unsatisfactory progress to date.

Lakehead decided to move the Conyes Construction Corporation spread on Schedule VII onto the last twenty-one miles of Schedule III in order to assure the completion of this schedule on time.

August 15th: The pulling of the first (west) line of the Straits crossing was completed at 8:45 p.m.

August 24th: T. S. Johnston, President of Lakehead, testified at the first condemnation trial, held in Gaylord, Michigan.

August 27th: Lakehead won its first condemnation suit.

September 1st: The Lakehead Coordination Committee recommended by phone and telegram to Anderson Brothers Corporation representatives Rose, Miller and Jernigan that they take advantage of the available forces and equipment of Mahoney Contracting Company (on a subcontract basis) to assist in the completion of Schedule II, which was having difficulty in maintaining satisfactory progress.

September 5th: In a morning meeting, Rosendahl, Colley and Rankin reviewed the progress being made on each construction schedule. It was agreed that all of the mainline and subaqueous crossing schedules could be completed by October 15th with the exception of Schedule II which was obviously in trouble.

An afternoon meeting with representatives of Anderson Brothers (Rose, Jernigan and Miller), the contractor for Schedule II and Rosendahl, Colley, Rankin and Quiett of Bechtel was held in Saginaw for the purpose of determining a means of helping the spreads on Schedule II to complete the pipeline on schedule. Anderson's representatives maintained that they would finish Schedule II in its entirety without outside help. They claimed that both Spreads II and IIA would be built up to the point where

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satisfactory progress would be made by using elements of their spread which would soon complete the work on Schedule III.

September 10th: Messrs. Rosendahl, Hamilton and Colley of Bechtel met with R. E. Trammell, Stubbs and Clute in Edmonton for a discussion of the problem presented by the poor performance of the spreads on Schedules II and IIA. At this meeting it was decided to test the Extension with water instead of oil.

September 16th: Stubbs, Hamilton, Quiett and Rankin flew from Pellston to Superior, where a meeting was held with Jack Byrd and Mike Sanford regarding:

- 1) The progress being made on the construction of the Superior Station.
- 2) A review of the mainline testing procedures.

September 17th: The launching of the east line of the Straits crossing started at 3:55 p.m.

Stubbs, Connolly, Hamilton, Barker and Rankin met in the Straits office and discussed:

- 1) The taking of an inventory of all Lakehead materials and equipment used for the construction of the Straits crossing.
- 2) The preparation of anew cost estimate of the Lakehead Extension as of October 1st.
- 3) The ways and means of speeding up progress on Schedules II and IIA.
- 4) The problem of gaining sufficient cover over the line in swamps.

September 20th: The second line across the Straits reached the south shore at 9:00 a.m.

September 28th: All construction operations on the Superior Pump Station were shut down by a strike.

The Escanaba River crossing trench on Schedule III was blown out of solid rock with a simultaneous blasting of all of the drilled holes.

September 29th: The initial hearing of Lakehead's second condemnation case was held in Bay City.

September 30th: All forces returned to work on the Superior Pump Station.

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October 1st: Lakehead Pipe Line Company, Inc.'s Director and President T. S. Johnston, Directors and Vice Presidents F. C. Lantz and D. R. A. Walker, Director J. W. Hamilton, General Manager R. E. Trammell, Division Manager J. L. Byrd and District Superintendent M. P. Connolly visited Schedules IA and IIA.

October 3rd: The pulling of the single 30-inch pipeline crossing of the Saginaw River was completed.

October 5th: Water was introduced into the pipeline at Superior for the final hydrostatic test.

T. S. Johnston testified at the hearing of the second condemnation proceedings (Dehn Case) in Bay City, Michigan.

October 7th: Lakehead was successful in condemning the second and last piece of property (Dehn Case) requiring court action.

October 12th: The Corps of Engineers accepted the St. Clair River Crossing.

October 17th: After eight months of bickering, the City of Marysville finally granted Lakehead the permit to lay the line within the city limits. This was the last document needed over the entire distance of the line for construction purposes.

October 23rd: The first oil was pumped into the line at Superior Station.

October 27th: R. E. Trammell, F. J. Stubbs and Clark Rankin drove to Sarnia, where they met T. S. Johnston. The party inspected the Sarnia Gauger's House, the Canadian Section of the line, and visited the Canadian Oil Refinery, where discussions were held regarding the reception of the oil by the refinery. Following this Canadian visit the party motored to the American side of the St. Clair River and inspected the construction of the line within the City of Marysville, returning to Saginaw in the evening by car.

October 28th: R. E. Trammell and F. J. Stubbs of Lakehead, Van W. Rosendahl, R. L. Hamilton and C. C. Rankin of Bechtel met with C. C. Bledsoe of Midwestern Constructors in Saginaw and settled all known outstanding claims for the St. Clair River crossing and Schedule IV to the mutual satisfaction of Midwestern, Lakehead and Bechtel.

R. E. Trammell, Stubbs, Rosendahl, Hamilton and Rankin later met with Mahoney, Mogg and Bedford of Mahoney Contracting Company and settled all outstanding work orders and invoices on Schedule I.

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October 29th: The Coordination Committee settled all outstanding invoices and extra work orders with representatives Rose and Jernigan of Anderson Brothers of Schedules II, IIA and III.

October 30th: The Coordination Committee met with S. D. Bechtel, Jr. and settled all outstanding claims on Schedules V and IA.

Later, the Coordination Committee met with Wallack of Walco, the contractors for the Superior Pump Station, and resolved a plan for the settlement of all claims on the pump station job.

October 31st: Messrs. Poggi and Conyes of the Conyes Construction Corporation met with the Coordination Committee and settled all outstanding invoices for Schedules VI and VII with the exception of the cost of construction for the line through the skips on these schedules and on Schedule V, resulting from obstinate landowners and the City of Marysville's delay in issuing a permit to Lakehead.

November 3rd: The last tie-in of the entire line was made at the Au Sable River, on Schedule VI.

January 3rd, 1954: The final water test was completed on the line.

January 5th: The final meetings of the Coordination Committee for the Lakehead Extension started in Saginaw. These meetings were attended by T. S. Johnston, President; R. E. Trammell, General Manager (Chairman of the Coordination Committee); R. H. Clute, Chief Engineer, Lakehead, and Van W. Rosendahl, R. L. Hamilton and Clark Rankin, Bechtel.

During this meeting Midwestern's representative, Clark Bledsoe, was advised of the cost to Lakehead that resulted from the patches that had failed under test on Schedule IV. Bledsoe stated that he was not in a position to offer compensation to Lakehead over and above the actual costs incurred in repairing the line. It was agreed the matter would be discussed further with Bledsoe in Toronto the following week.

The Conyes billing for constructing the skips resulting from right-of-way difficulties on Schedules V, VI and VII were reviewed and approved by the committee.

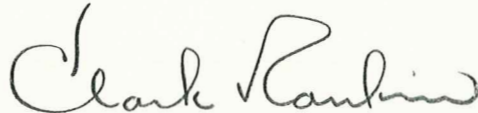
January 6th: The Coordination Committee plus Messrs. Johnston and Rankin met with Mr. Wallack, President of Walco Engineering & Construction Company, in an endeavor to work out Wallack's outstanding claims resulting from the construction of the Superior Pump Station.

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Mr. Wallack was not satisfied with Lakehead's final offer and asked for time to consider it.

January 8th: The Coordination Committee and Messrs. Johnston and Rankin met with representatives of Merritt-Chapman & Scott and effected a mutually satisfactory settlement for the contract covering the Straits crossing.

The first oil reached Sarnia at 2:40 p.m. T. S. Johnston, R. E. Trammell, R. H. Clute and Mark Connolly of Lakehead were on hand to receive it. Rosendahl, Hamilton, Barker, Root and Rankin of Bechtel were the Bechtel representatives present for this great event.

A handwritten signature in cursive script that reads "Clark Rankin".

Clark Rankin  
Project Manager

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